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Accordingly, it was and is my recommendation that this point and the one following be discussed with the apprepriate officials in USAF as stated in and approval be secured, if legally correct, to permit paying all military travel overseas under the civilian regulations, or that the civilian personnel be paid under the military travel regulations. I would less toward the first stated for the reason indicated and further, because of the fact that it is virtually impossible for us to obtain the memorous changes to the Joint Travel Regulations here in Mendauerters where we have very excellent liaison with the Military Personnel Division and I shadder to think what delays we would experience in securing and maintaing currently these regulations for each of our forward bases. The result of having inserrect or incomplete regulations are twofold, (a) incorrect payments are effected and (b) when current regulations are finally received one is confronted with ordeal of affecting collections or adjusting payments previously made. The difference in the rates as stated in memorandom dated 12 April 1956 is insignificant.

- 2. By employing the same line of thinking as stated above, it is reasonable to assume, if the regulations are legally correct to begin with, that the storage expense of privately owned automobiles and homesheld effects are proper within the spirit of the regulations, because here again the individual is being put to considerable expense as dictated by the unique mission to be performed under the Project and, in my opinion, an employee be he military or civilian, should not be expected to pay "out-of-pocket" for the privilege of working an assignment for the United States Government or any other enterprise.
- 3. It may appear that the above is critical of the personnel in SCAPS, but that is not what is intended. I personnely feel they should be commanded in reising the question. It is quite possible that we have been unable to acquaint the individuals involved in SCAPS sufficiently because of the security limitations; therefore; there is no alternative except to either supply them with an approval, or acquaint them with the Project mission to the extent of removing their objections to what we are attempting to accomplish.

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Project Comptraller

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5 - Aquatome Fin.

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